

### AMENDMENTS TO THE SPECIFICATION

Please replace the title with the following amended title:

“COUNTER TRACK JOINT WITH BUILDING SPACE”

Please add the following new paragraph after paragraph [0039]:

[0039.1] FIG. 9 illustrates a motor vehicle schematic, illustrating the side shafts, drive shafts, differential and drive unit. The joints (11, 111, 112 and 211) that are the subject of this disclosure are represented generically as joint 11.

Please replace paragraph [0044] with the following amended paragraph:

[0044] FIG. 5 shows a drive shaft 55, illustrated in FIG. 9, that has a universal joint according to the invention as a monoblock joint based on one of FIG. 3 or 4, along with an intermediate shaft 35 and a second universal joint 31, which can also be a joint according to the invention, especially structurally identical with the joint 111, 211. The intermediate shaft 35 encompasses an axial plunging unit 28, which includes a sleeve 29, a journal 30 as well as torque-conveying balls active between the two and not denoted in specific detail as the essential components, and permits a longitudinal compensation of the drive shaft 55 between the universal joints 111, 211 and 31.

Please replace paragraph [0045] with the following amended paragraph:

[0045] FIG. 6 shows a drive shaft 55 according to FIG. 5 installed as a side shaft 40 in a motor vehicle 54, illustrated in FIG. 9. The shaft journal of the joint 111, 211 according to the invention is inserted into a differential gear 32 and secured therein, while the shaft journal of the second fixed joint 31 is inserted into a wheel hub arrangement 33 with a wheel mount 34, the same details are marked with the same reference numbers as on FIG. 5.

Please replace paragraph [0046] with the following amended paragraph:

[0046] FIG. 7 shows a drive shaft 55, illustrated in FIG. 9, according to the invention with a joint 11, 112 according to the invention designed as a disc joint according to one of FIG. 1 or 2, which takes the form of a longitudinal drive shaft 55. An intermediate shaft 41 comprises a shaft tube 39 and two shaft journals 36, 37 welded thereto. The shaft journal 37 is connected with a plunging joint 38, in particular a so-called VL-joint. The shaft journal 36 is connected with the joint 11, 112 according to the invention.

Please replace paragraph [0047] with the following amended paragraph:

[0047] FIG. 8 shows a cardan drive shaft 55, illustrated in FIG. 9, according to the invention with a joint 11, 112 according to the invention designed as a disc joint according to one of FIG. 1 or 2, which takes the form of a longitudinal drive shaft 55, and has a disc joint 42, an

intermediate shaft 43 with a flange 44 and a journal 45 from right to left, along with an elastic intermediate bearing 46, wherein the joint 11, 112 is followed by another intermediate shaft 47 with a shaft journal 48, another intermediate bearing 49 and a universal joint 50; finally, there is another intermediate shaft 51 with shaft journals 52 connected with a universal plunging joint 53, in particular a VL-joint. Shafts of this kind are incorporated in the longitudinal drive train of motor vehicles 54 between a gearbox output 47 and a differential 32 input, illustrated in FIG. 9.